

hundreds of miles away. Planning applies to the brief, as well as all facets of the mission. External agencies are especially crucial. Not everyone has a seat in CVIC.

LSP to weather. As the lead penetrated deck after deck of clouds following the launch, he thought, “Maybe I shouldn’t have cut off the weather guesser, but I was running late in my brief...”

Weather to tanking. Tanking? What could possibly go wrong with tanking? “It figures,” the strike lead thought, “today, of all days, two KC-135s decide to break. I did kind of blow through the slide. I hope the crews were paying attention—not that it would have mattered much. I didn’t have a lot of time to spend on the plan last night...”


Tanking to threat. “AWACS, whaddya mean those guys are 70 miles from their orbit point? Didn’t your crew get the change I sent off of the carrier on SIPRNET?”

Threat to mission. “A pop up, say what?” The strike lead then remembered he’d failed to

press for the MOB refresh before the brief. If only all of those kneeboard cards had come out of the print shop sooner.

Mission to debrief. Everyone came home this time, but the target will have to be restruck. The strike lead was lucky the next milestone on this graphic was not CSAR.

Debrief. After a lengthy debrief with CAG and his CO that night, the strike lead reflected on the entire mission. His CO kept going back to the quality of the brief. The air wing shouldn’t have to launch again for the same targets—it will now.

Whether in combat afar or in training at home, every successful mission begins with a solid, professional brief. Your mission never will be better than you brief. On those rough days, your mission quality can get quite a spike from an honest, quality debrief. Keep it solid on both ends of the graph. That is the mark of a professional. 

Cdr. Papadakis is the commanding officer of VAQ-133.

Mishap-Free Milestones

VQ-4	30 years (300,000 hours)
VFA-113	27 years 8 months (120,000 hours)
VAQ-128	5 years (7,590 hours)
VRC-40	19 Years (85,000 hours)
VAW-126	10 years (16,000 hours)
VAQ-137	6 years (10,000 hours)
VAQ-140	17 years (28,000 hours)
VAQ-209	25 years (26,530 hours)
VQ-2	5 years (24,500 hours)
HS-4	7 years (20,000 hours)
VFA-34	4 years (11,793 hours)
VAW-125	34 years (66,765 hours)
HS-11	11 years (35,735 hours)
VAW-123	34 years (68,000 hours)
HS-2	17 years (54,000 hours)
VP-94	31 years 10 months (100,000 hours)

Classic BROWNSHOES IN ACTION COMIX

"The kind real aviators like"

Contributed by Lt. Ward Carroll, VT-88



Page 3



You're on the O-3 level, and the Skipper's looking for you! Use your joystick to avoid him long enough to bring ice from Wardroom One to your stateroom! Action to burn! Price varies with Air Wing

Page 5

Ever wondered what gouge patches to put on your flight jacket to look like a fleet player? Search no more! We'll have you "mega-salty" in no time with one of our patch assortment sets.

Set #1
T-34C Mentor
NAS Memphis
Navy Wife . . . It's the toughest job in the Navy.
Lexington Centurion



(Set #3 shown)

Set #2
U.S.S. Kidd
Marine Corps J.R.O.T.C.
C-141 Starlifter
I'd Rather be Surfing

Page 12



OPS just said, "Launch the cross-countries!" Where to go? You need the "Lifesaver" of all pubs . . . The IFR-Supplementary Supplement! This handy book easily fits into a Navbag and includes . . .

- BOQs with cable TV
- Distance from transient lines to areas of interest

Here's an excerpt . . .

Brunswick NAS, ME KNHZ 43°53.6
Service — 30 min. req. for lobster deliv.
Remarks — Get your lobsters and leave before your friends see you. Discrete DD-175s available on request.

Don't be the guy who says, "I should've gone somewhere else!"

